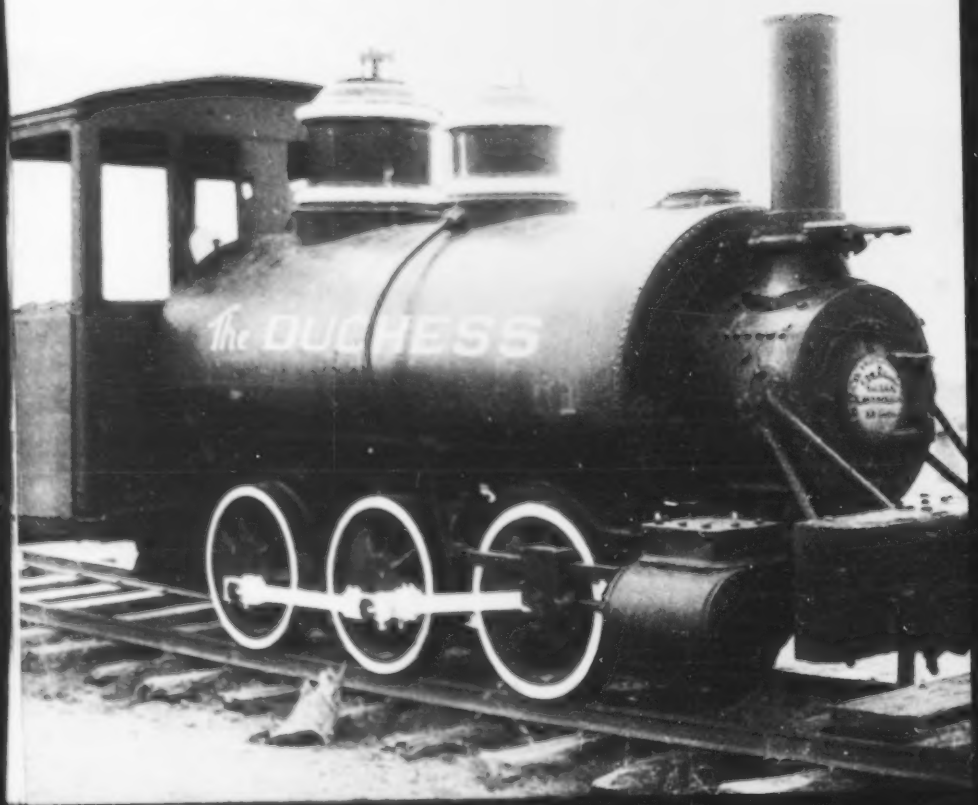
VIEWING

Yukon Railway

HERITAGE



LOCATION	BUILDER/SERIAL#	DATE	TYPE	NOTES
Carcross	Baldwin/4424	1878	2-4-0T	0-6-0ST, 30" gauge rebuilt as 36" gauge
Dawson City Dawson City Museum	Brooks/522	1881	2-6-0	36" gauge
Dawson City Dawson City Museum	Baldwin/7597	1885	2-8-0	36" gauge
Dawson City Dawson City Museum	Baldwin/16456	1899	2-8-0	36" gauge. Vauclain Compound
Dawson City Dawson City Museum	Porter/3025	1904	0-4-0T	36" gauge
Whitehorse MacBride Museum	Brooks	1881	2-6-0	36" gauge. Rebuilt with Baldwin boiler.
Whitehorse MacBride Museum		1898	Flat car	36" gauge
Whitehorse MacBride Museum			Tram cars	36" gauge
Whitehorse MacBride Museum		c1898	Ore cars	18" gauge
Whitehorse Transportation Museum	Porter	1888	0-6-0T	36" gauge
Whitehorse Transportation Museum	UTLX	1908	Tank car #42	36" gauge
Whitehorse Transportation Museum	WP&YR	1954	Flat car #1000	36" gauge
Whitehorse Transportation Museum			Coach	Replica on WP&YR flat car, 36" gauge
Whitehorse Transportation Museum			Ore cars	
Whitehorse Miles Canyon Historical Railway Society	Lisbon Electrical Tramways Ltd	1925	Trolley	Rebuilt to 36" gauge

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INTRODUCTION

Railway building was the catalyst for economic development in the 18th century and narrow gauge railways were the cheapest way to move passengers and resources. All of the railways in the Yukon were 36" gauge and many of the locomotives were purchased from southern companies who were phasing out narrow gauge rolling stock. It was very expensive to ship these locomotives and after the Yukon railways ceased to exist the locomotives were left here while similar engines in the south were destroyed for their scrap value.

The White Pass & Yukon Route (WP&YR) railway was built in the days of the Klondike Gold Rush to connect tidewater at Skagway, on the Alaskan coast, with Whitehorse, at the head of navigation on the Yukon River. Construction started in 1899 and was completed in 1900. The WP&YR railway operated in the Yukon from 1900 to 1982 bringing supplies and people to and from Yukon mines, people and equipment to the Alaska Highway construction project and taking ore to the Skagway docks. WP&YR also operated a 4-km rail line between their paddlewheeler service on Tagish and Atlin lakes.

The Klondike Mines Railway (KMR) was a "common carrier" in the Klondike gold fields. The original plans were very ambitious but only 50 km of track were built. Thomas O'Brien was the local promoter and a charter was granted in 1899. The project languished until 1904 when a former WP&YR employee, Erastus Corning Hawkins, found financing for the project. Two British shipping magnates, Robert Lawther and John Latta, became almost sole owners of the Klondike Mines Railway. Thomas O'Brien started construction in 1905 and the railway operated from 1906 to 1913. The introduction of full scale dredging operations kept the railway profitable after 1908 and the passenger service was eliminated after 1911.

Two Yukon companies built railways to carry coal from mines to the Yukon River for transport to Dawson City. The coal mine at Cliff Creek was owned by the North American Transportation and Trading Company (NAT&T) and operated from 1899 to 1903. The Coal Creek Coal Co. (CCCCo) started up just as Cliff Creek ran out of coal and the new mine bought all of the Cliff Creek rolling stock. The CCCCo was taken over by the Sourdough Coal Company and the Northern Light, Power and Coal Co. and operated erratically between 1903 and 1915. The third Yukon industrial railway was owned by the Detroit Yukon Mining Company that operated a placer gold mine in the early 1900s about 9.7 km up the Klondike River valley from Dawson City.

1. The Duchess

Baldwin Locomotive Works manufactured the *Duchess* in 1878 for Dunsmuir, Diggle & Co. on Vancouver Island. The locomotive, later known as *Wellington Colliery Railway #2*, was built to a 30" gauge. John Irving purchased the locomotive for use on the Taku Tram Railway in 1900. It was re-gauged from 30" to 36", and the front driver disconnected to make the locomotive a 2-4-0T wheel arrangement. Irving shipped the engine north on the S.S. *Danube*. It was freighted by train to Carcross and then barged to the 4-km portage between Taku Landing, on Tagish Lake, and Scotia Bay, on Atlin Lake. In June 1900, WP&YR acquired the assets of the John Irving Navigation Company and the *Duchess* took its first commercial run in July 1900. Passengers paid a fare of $2 and, before a 48-passenger car was added, were loaded on flat cars with the freight. The locomotive had trouble with the seven-percent grade and passengers were often asked to get off and push. The *Duchess* was sidetracked at Taku from 1920 to 1936, when it was brought into Carcross and put on display near the Carcross Train Depot.

2. The Carcross Complex

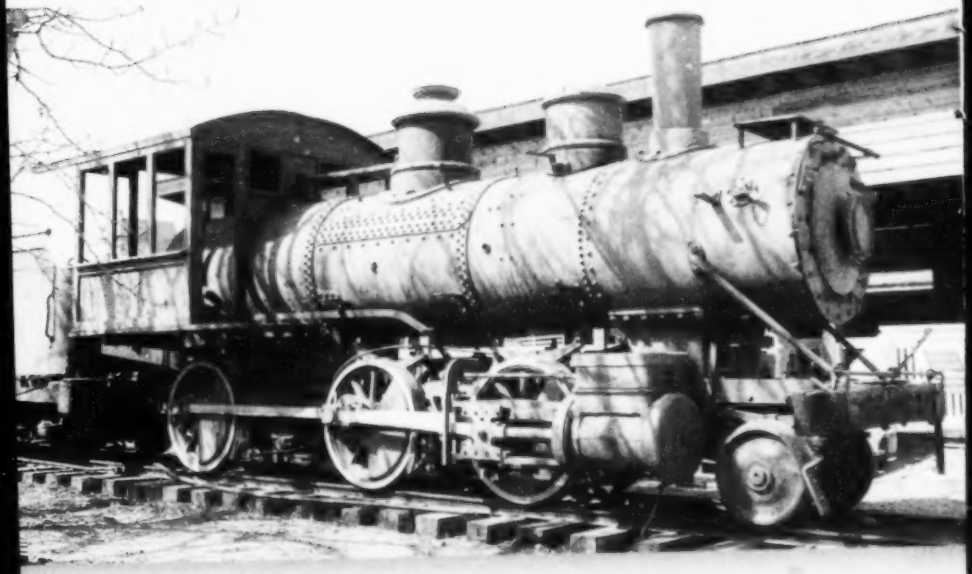
The White Pass & Yukon Route railway ran through Carcross from 1900 until 1982. The town site of Carcross was laid out and surveyed for the company in 1899 and the rails still run down the centre of the main street. A major fire destroyed the downtown core in 1906 and the present Carcross train depot was built in 1910. The depot is a designated Canadian Heritage Railway Station and operates as a Visitor Reception Centre with local history exhibits. A warehouse behind the depot stored freight that was carried by the sternwheelers and gas boats running on Tagish and Bennett lakes. The warehouse now houses the Koolseen Heritage Centre. The Carcross swing bridge was rebuilt in 1998 and the supports and pilings for the old swing span were removed.

3. Robinson Roadhouse

Robinson was a flag station on the White Pass and Yukon Route railway until the Yukon portion of the line was shut down in 1982. The Robinson station was named after William "Stikine Bill" Robinson, general manager of the Red Line Transportation Company set up by WP&YR during construction of the railway. The Red Line hauled supplies between Bennett and the "end of steel" at the Summit during the winter of 1898-99. Once the railway reached Bennett, Robinson designed the "Torpedo Catcher", a huge scow built to carry materials, supplies and rolling stock down the lake to Carcross for use in building the Carcross-Whitehorse section of the railway. Robinson also ran the grading crew along this stretch of railway during its construction in the early months of 1900. There are several heritage buildings still standing at Robinson and there is interpretive signage at the site.

Robinson Interpretive Site

4. WP&YR Locomotive 51



The Brooks Mogul 2-6-0 was built in 1881, probably for the Utah and Northern Rail Road. It was sold to Union Pacific and then to Columbia and Puget Sound in 1889 and was purchased by WP&YR in 1898. This locomotive pushed the first construction train across the Carcross swing bridge in 1900. WP&YR rebuilt the locomotive in 1900, with a new Baldwin Boiler, and renumbered it from #1 to #51. Locomotive #51 was transferred from the main line to the Taku portage in 1921 and operated there until 1932, when it was brought out for major maintenance at the Skagway shops. The engine was assigned as a "duty-paid" locomotive in Whitehorse and used as a relief engine until it was retired in 1941. The 1881 Brooks Mogul was donated to the MacBride Museum in 1956.

MacBride Museum is located on First Avenue and Wood Street in Whitehorse and is open during the summer and by appointment during the winter. Call (867) 667-2709 or email info@macbridemuseum.com. Website: www.macbridemuseum.com.

5. Hepburn Tramway car

Miles Canyon and White Horse Rapids, just upriver from present-day Whitehorse, were the most dangerous spots for travellers on the Yukon River. Two tramways operated during the 1898 Klondike Gold Rush to ferry stampeders' supplies around the dangerous waters. John Hepburn built and operated a 10-km tramway on the west side of the river along the route of an old portage trail. Norman Macaulay built and operated the 5-km Canyon and White Horse Rapids Tramway Co. starting from the landing at Canyon City on the east side of the river. Macaulay bought out Hepburn in1899 and then sold both tramways to the WP&YR who removed the assets. The gold rush was over and the rail line to Whitehorse was completed in 1900 so the tramways were no longer needed.

A horse-drawn tramcar from Hepburn's tramway is on display in the MacBride Museum yard.

6. Whitehorse Train Depot

The first Whitehorse Train Depot was constructed in 1900 at the "end of steel" and the head of navigation for the Yukon River. A fire that destroyed much of the downtown core claimed this depot and rebuilding took place immediately. The new building was typical of depot construction common in western Canada during the early 20th century. There were major alterations to the structure during the busy WWII years of Alaska Highway construction and in 1953 when the sternwheelers stopped running. WP&YR ceased operation of the railway in the Yukon in 1982 and the Yukon Government bought the depot nine years later. The Whitehorse Train Depot is a landmark in downtown Whitehorse. Several non-profit groups occupy the building and the waiting room has been restored to its 1950s splendour.

7. WHITEHORSE WATERFRONT HERITAGE BUILDINGS

Ernie Theed House *Claude Hogg House*

Until 1953, activities on the Whitehorse waterfront were primarily concerned with the transportation of goods and passengers by rail and river. Some of the structures remain from that busy era. The Claude Hogg and Ernie Theed heritage houses were owned by WP&YR and rented to their rail and dock employees. The Ernie Theed House was originally one of four houses located on the north side of Jarvis Street between First and Second avenues. It was moved to its present location around 1970 to provide housing for the railway section foreman. The Casey House was used to store the motor cars and tools used by the railway section crew and was originally located in the shipyard area.

8. CCCCo Porter

The North American Transportation and Trading Co. (NAT&T) operated a railway serving its coal mine at Coal Creek, below Dawson City on the Yukon River, between 1903 and 1906. The company purchased the rolling stock from the worked-out coal mine at Cliff Creek, 1 km downstream, and added two 0-6-0 saddle-tank Porter locomotives and 6 more coal cars. They sold a small 4-0-4-0 Porter locomotive to Tanana Mines Railway, Fairbanks and then acquired three Porter 0-4-0 locomotives from the Detroit Yukon Mining Co. near Dawson City. The rail line at Coal Creek was 19 km long and the grade did not exceed 1%.

NAT&T sold the mine to the Sourdough Coal Company in 1906 and the Northern Light, Power and Coal Company bought it in 1909. The Porters were abandoned at Coal Creek after the mine closed in 1918 and remained there until 1969 when they were recovered and shipped to Whitehorse. One Coal Creek Coal Co. Porter was donated to the Transportation Museum in Whitehorse in 1993 and is on display there. This Porter 0-6-0T was built by the H. K. Porter Company of Pittsburgh around 1888, weighs about twelve tons and has 25-inch wheels and eight 12-inch cylinders. It had no lettering and no road number while in service in the Yukon.

The **Yukon Transportation Museum** is located beside the Whitehorse airport on the Alaska Highway and is open during the summer and by appointment during the winter. Call (867) 668-4792, or email ytranmus@yknet.ca.

9. WP&YR ROLLING STOCK

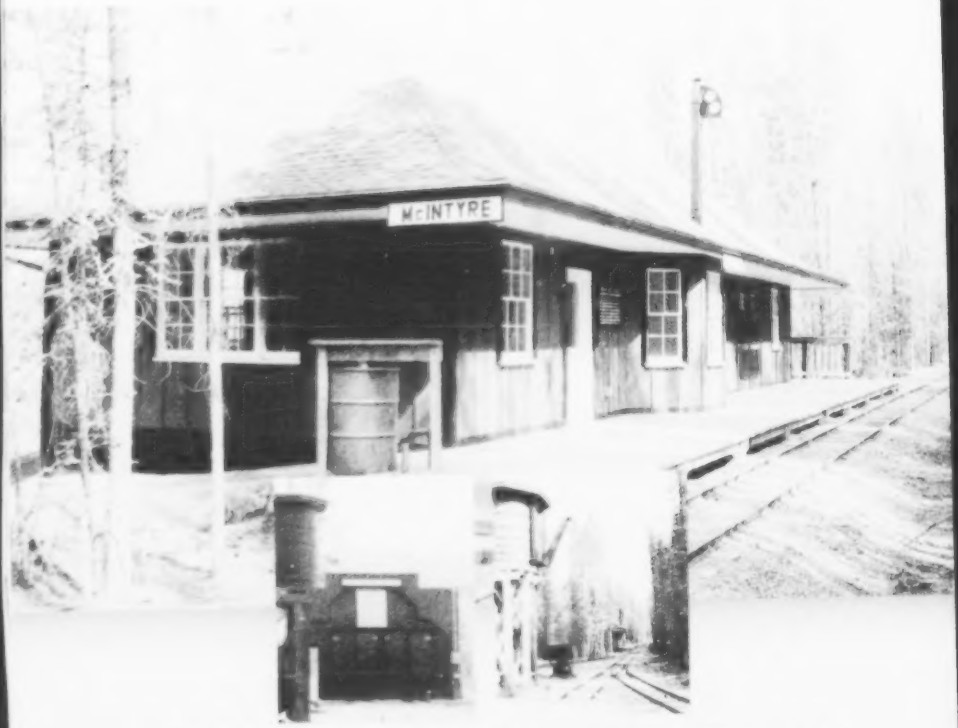
The Yukon Transportation Museum has a WP&YR fuel tank car, a flat car, 2 ore cars and a container on display in the museum yard. Interior displays include a reproduction of an early passenger car mounted on a WP&YR flat car, and a small "casey" car used by WP&YR for track maintenance. There is also a working model of the railway between Skagway, Alaska and Whitehorse, Yukon.

In 1951, WP&YR became the White Pass and Yukon Corporation Ltd. and in the 1970s the railroad became a freight line principally hauling ore concentrate from the lead zinc mine in Faro, Yukon to Skagway and freight and petroleum products back to Whitehorse. White Pass pioneered the construction of container ships and built the world's first purpose-built container vessel, the *Clifford J. Rogers* in 1955.

10. Whitehorse Trolley

The Whitehorse Trolley runs on the old WP&YR tracks along the waterfront in Whitehorse. The Santa Amaro Works of the Lisbon Electrical Tramways Ltd. in Portugal built this narrow gauge trolley under licence from J. G. Brill Co. in 1925. It was trolley 531 in the Lisbon transit system until it was acquired in 1978 by the Lake Superior Railroad Museum in Duluth, Minnesota. The Yukon Government purchased the trolley in the fall of 1999 and it is operated during the summer by the Miles Canyon Historic Railway Society. The society uses an old WP&YR locomotive building, commonly referred to as the Roundhouse, for repairs and storage. The Roundhouse was built in the 1950s and was originally located by the Yukon River at the bottom of Black Street. It was moved to its present location in 2003.

11. Copperbelt Mining/Railway Centre

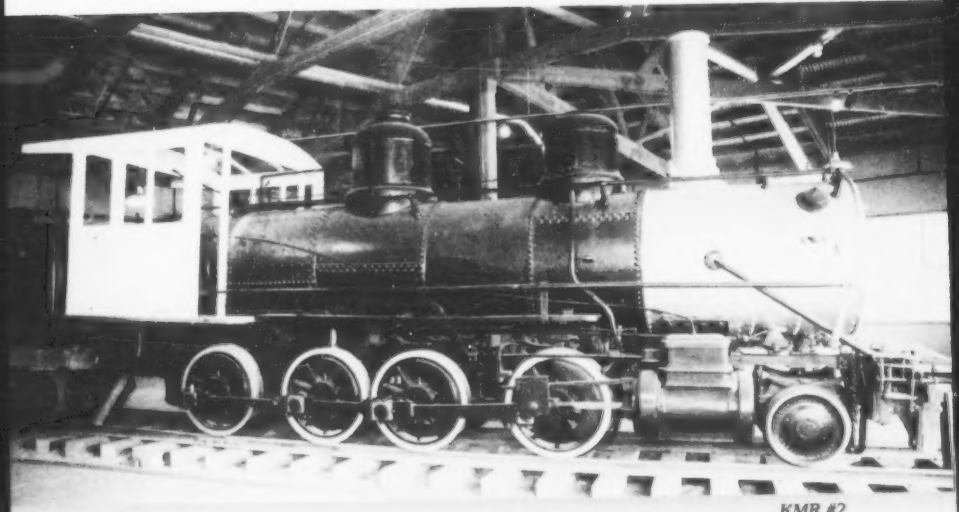


The Miles Canyon Historic Railway Society has an interpretive railway site near an abandoned WP&YR spur line to the historic Whitehorse Copper Belt mining district. The society offers train rides and uses two engines to pull the public cars. The 10 hp Loke Diesel was manufactured at Jenacher Werks, Austria in 1969 and worked underground in British Columbia.

The 20 hp Loke Diesel was manufactured in the same place in 1967 and came from the B. Y. G. Natural Resources Inc. mine west of Carmacks, Yukon. The Centre has an exhibit about the WP&YR railway.

The Copper Belt Mining/Railway Centre is open during the summer at 91928 on the Alaska Highway near the Fish Lake Road. Call (867) 667-6355 or email: trolley@polarcom.com.

12. KMR LOCOMOTIVE ENGINES AND TENDERS

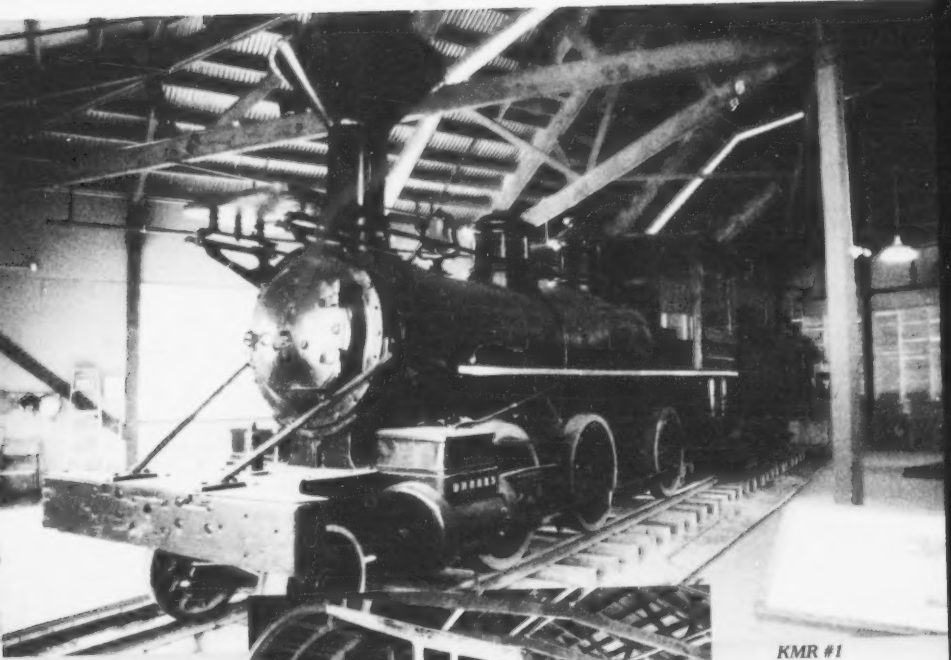


KMR #2

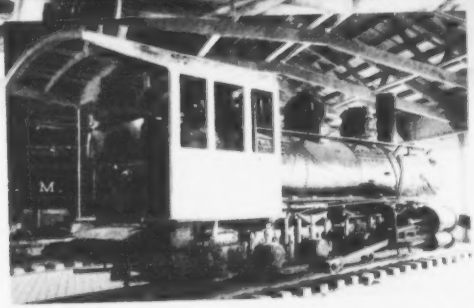
KMR #1, a Brooks Mogul 2-6-0, was built in 1881 for the Kansas Central Railway and lettered *"Sidney Dillon"* after the 1881 president of the parent company Union Pacific Railroad. This locomotive probably became Union Pacific #102 and was then sold to the Alberta Railway and Coal Co. WP&YR bought the locomotive in 1900 and re-numbered it #63. They rebuilt it in 1902 and sold it that year to the Klondike Mines Railway (KMR), although the railway was not operational until 1906.

KMR #2, a Baldwin 2-8-0, was built in 1885 for the Columbia and Puget Sound Railway. It was sold to WP&YR in 1898, numbered #5 and re-numbered #55 in 1900, and was both a revenue and a construction engine. The KMR purchased the locomotive from WP&YR in 1905.

KMR #3 is an outside frame Baldwin Vauclain Compound 2-8-0 Consolidation and rare in North America. It was built new in 1899 for WP&YR and they ran it as #7 until 1900 when it was re-numbered as #57. It was sold to the Klondike Mines Railway in 1906 but did little work until about 1910 when it started hauling cordwood for the dredging and thawing process in the goldfields.



KMR #1



KMR #3

KMR locomotives #1, #2 and #3 were abandoned at Klondike City/ Tr'ochëk, the location of the maintenance facilities, after the railway closed down in 1913. Ownership was transferred to the Yukon Consolidated Gold Corporation in 1925, when the company took over the KMR assets. In 1961, the locomotives were relocated to the Dawson City Museum where they are currently on display.

The Dawson City Museum, on 5th Avenue in Dawson City, is open during the summer and by appointment during the winter. Call (867) 993-5291 or email: dcmuseum@yknet.yk.ca.

13. DYMCo Porter

DYMCo #4 was purchased by the Detroit Yukon Mining Co. in 1904 and was one of eight Porters built for use in the Yukon. Detroit Yukon operated their railway at the mouth of Bear Creek, near Dawson City, moving ore from the placer mine to a sluicing plant on the Klondike River. The railway operated for less than a year before Detroit Yukon was absorbed by the Canadian Klondyke Mining Co. Three of the Detroit Yukon Porters went to the Coal Creek Coal Co. This 0-4-0 locomotive was temporarily used in construction projects and then donated to the Dawson City Museum in 1961.

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This guide is provided as a community service. Thanks to Carl Mulvihill and all others who contributed. Any suggestions you have for inclusion in a future publication are welcome. Please contact YTG Cultural Services Banch at (867) 667-3458

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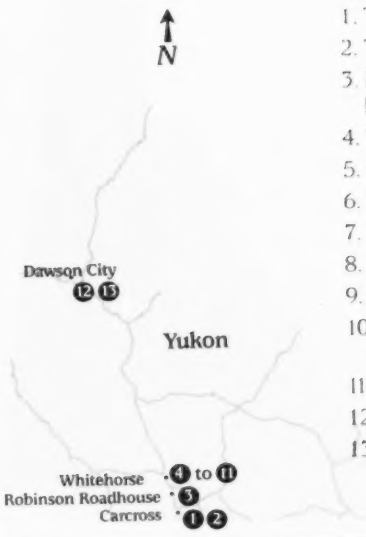

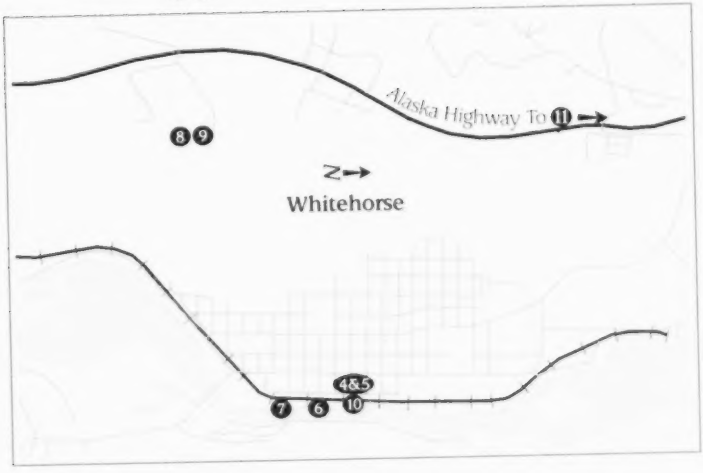

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